

Star-Bulletin WANT Ad Classified

ONE CENT A WORD

WANT-ADS

WANT-ADS

A

ANNOUNCEMENT.

Leading hat cleaners. Prices moderate. We sell the latest styles in Panama and Felt. Work called for and delivered. Blaisdell Building. 5895-6m

AUTOMOBILE FOR HIRE.

GET THERE QUICK.

—Telephones—

2999 and 1005
HONOLULU AUTO & TAXI CO.
Alakea and Hotel Sts., Opp. Y. M. C. A.
Managers Behn & Benford.
5739-4f

B

BICYCLE SUPPLIES.

S. Komeya, wholesale and retail dealer in bicycles and accessories. King street near Punchbowl street. 5542-4f

BICYCLES AND SUPPLIES.

We have just received a splendid new supply of PREMIER Bicycles from mainland; also supplies. H. Yoshimaga, 1218 Emma near Beretania. 5690-4f

BUY AND SELL.

Diamonds, watches and jewelry bought and sold. J. Carlo, Fort. 5739-4f

C

CAFE.

Royal Cafe, everything the best at popular prices; fine home cooking; prompt service; Beretania, nr. Fort St., opp. fire station. K. Nakano, Pr. 5745-4f

Boston Cafe, coolest place in town. After the show drop in. Open day and night. Bilton theater, Hotel St. 5539-4f

Columbia Lunch Room; quick service and cleanliness; our motto; open day and night. Hotel, opp. Bethel street. 5518-4f

"The Eagle," Bethel bet. Hotel and King. A nice place to eat; fine home cooking. Open night and day. 5533-4f

"The Hoffman," Hotel St., next the Encore. Best meals for price in town. Open all day and all night. 5535-4f

New Orleans Cafe Substantial meals moderate. Alakea cor. Merchant St. 5539-4f

CONTRACTOR AND BUILDER.

George Yamada, general contractor. Estimates furnished. No. 208 McCandless Building. Telephone 2157. 5295-4f

Sanko Co., Sanko bldg., Nuuanu and Vineyard. Tel. 3151. Contracts for building, paperhanging, cement work, cleans vacant lots. 5532-4f

Y. Kobayashi, general contractor, 2084 S. King. Phone 3556. Reasonable. 5532-4f

CARD CASES.

Business and visiting cards, engraved or printed, in attractive Russia leather cases, patent detachable cards. Star-Bulletin office. 5540-4f

CLOTHES CLEANED.

A. B. C. cleaning, repairing; satisfaction guaranteed; call and deliver. Maunakea near Panahi. Tel. 4148. 5535-4f

Give your work to Pioneer Cleaners, Beretania, cor. Alakea. Prompt service. 5912-1m

T. Hayashi; clothes cleaned, pressed. Tel. 3273. Beretania, cor. Pukol. 5913-1m

For expert clothes cleaning, "The Lion," King, at Maunakea. 5919-1m

CLEANING AND DYEING.

Royal Clothes Cleaning and Dyeing Shop. Call and deliver. Tel. 3149. Ohamoto, Beretania, nr. Alapai St. 5595-4f

D

DANCING SCHOOL TANGO.

Dance and open Thursday. Friday and Saturday. 1 to 3 and 7 to 9 in evening. At the large and small dance hall, near Alakea. For more information call or phone. 5745-4f

DRESSMAKING.

Johnson and Olson, dressmakers, Elite building, Beretania, near Bishop st. 5910-1m

E

EMPLOYMENT OFFICE.

Union Employment Office, Tel. 1420. All kinds of help. G. Hiraoka, Proprietor, 1210 Emma, cor. Beretania. 5909-3m

Y. Nakanishi, 64 Beretania nr. Smith street, for good cooks, yard boys. Phone 4511; residence phone 4511. 5246-4f

Japanese cooks, waiters, yard boys. Matsumoto, 1124 Union. Tel. 1756. 5070-4f

G

GLEE CLUB.

Kaai Glee Club, 51 Young Bldg. Tel. 3687, furnishes music any occasion. 5531-4f

H

HAWAII'S MUSIC.

Ernest K. Kaai, 51 Young Bldg., Tel. 3687, teaches vocal and instrument. 5752-4f

HAT CLEANERS.

Leave your dirty hat at the Royal Cleaners, Beretania, nr. Alapai. Phone 3149. 5909-3m

J

JEWELER.

Sun Wo, Gold and Silversmith; material and work guaranteed. If not satisfactory money will be refunded. 1121 Maunakea, nr. Hotel street. 5531-4f

L

LIVERY STABLE.

First-class livery turnouts at reasonable rates. Territory Livery Stable, 348 King, nr. Punchbowl. Tel. 2535. 5518-4f

P

PAINTER.

S. Shiraki, 1202 Nuuanu; Tel. 4137. Painting and paperhanging. All work guaranteed. Bids submitted free. 5532-4f

PRINTING.

We do not boast of low prices which usually coincide with poor quality; but we "know how" to put life, hustle and go into printed matter, and that is what talks loudest and longest. Honolulu Star-Bulletin Job Printing Department, Alakea Street; Branch Office, Merchant street. 5399-4f

S

SHIRTS AND PAJAMAS.

YAMATOYA, 1250 Fort. Shirts pajamas, kimono. 5752-4f

SHIRTMAKERS.

When you want a shirt have one made to measure by Akagi, 1218 Nuuanu. 5808-1m

SHIRTMAKER.

B. Yamatoya, shirts, pajamas, kimono to order; Nuuanu near Panahi. 5533-4f

SHIRTMAKER.

Have your shirts made to order. G. Awana, 348 S. King street. 5918-3m

SHOEMAKER.

Shoes repaired, soles nailed on. Bethel, near King street. 5918-1m

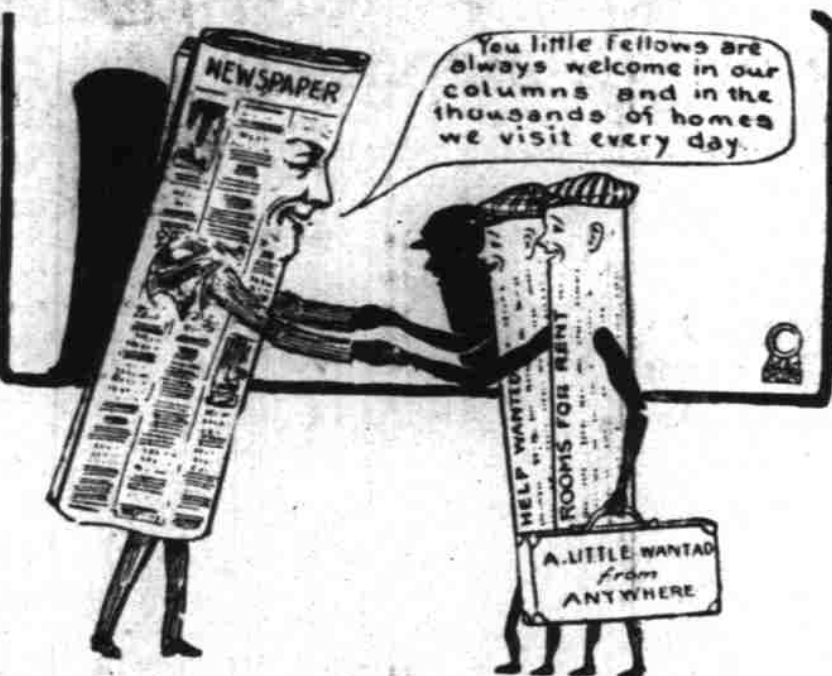
T

TAILOR.

T. Shinzaki, Merchant Tailor; up-to-date fashions. Work guaranteed. Beretania Ave. corner Maunakea St. 5706-4f

Aray & Nave, Merchant Tailors; up-to-date establishment; cleaning and pressing. 108 King cor. Bishop st. 5745-4f

Wash and dry and after washing and ironing. 5745-4f



Welcome, Little Want Ads

In but few lines of business are the little bits of business so much appreciated as in the newspaper business

No matter how small your WANT ad may be, or how insignificant it may seem to you the Star-Bulletin considers it important and will give the same careful attention to your two-line WANT AD that is given the two-page ad of the large advertiser.

We want your little WANTS. To give you perfect service the Star-Bulletin has installed a perfect telephone system, handled by skilled ad phone operators enabling everybody having a phone to call the Star-Bulletin and order their WANTS in Honolulu's greatest newspaper.

WANT-ADS

U

UMBRELLA MAKER.

R. Mizuta. Umbrellas made and repaired. 1284 Fort, near Kukui. Telephone 3745. 5553-4f

V

VULCANIZING.

Auto, Motorcycle and Bicycle Tires vulcanized. Taisho Vulcanizing Co., 180 Merchant, near Alakea Street. Telephone 3197. S. Sakai, manager. 5618-4f

PAYS \$200,000 FOR A DINNER FOR 25

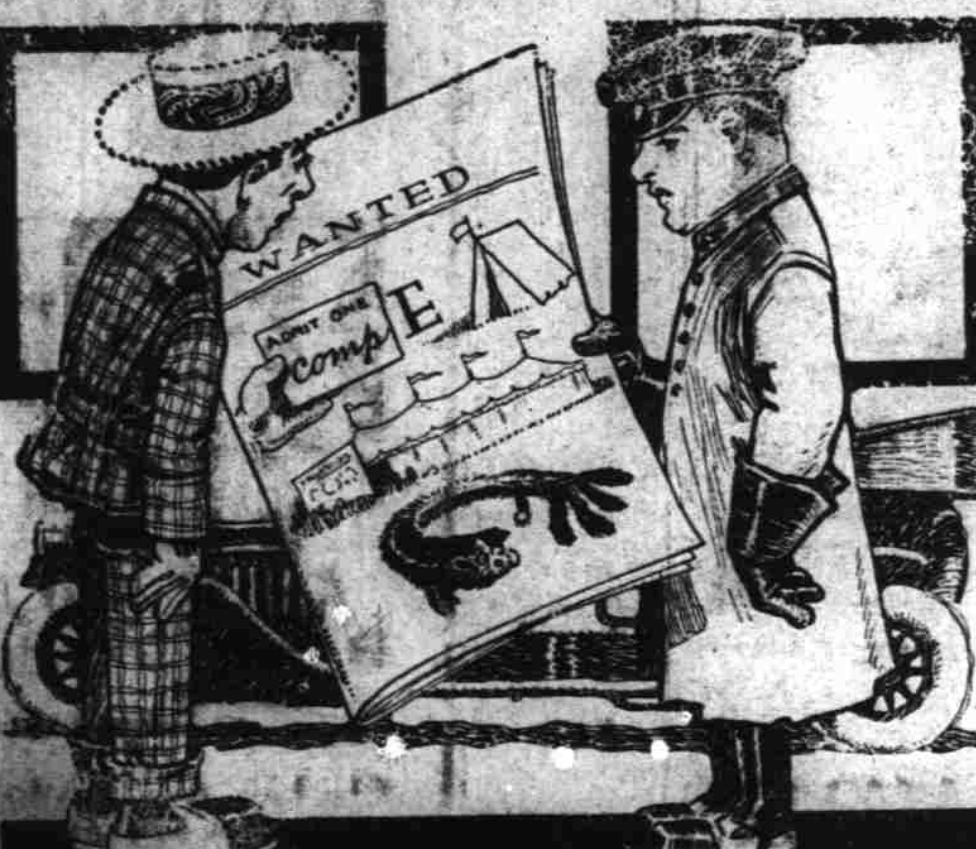
[By Latest Mail]
BERLIN.—Following the automobile accident in which Herr Theodor Dreber, the well-known German sportsman, met his death, some amazing accounts of the spendthrift habits of this son of a millionaire have come to general knowledge.

Two years ago he lived at Brioni during the winter months, and one day, feeling very dull, he sent out telegrams to 12 of his best men friends, and to 12 women friends asking them urgently to come down to Brioni to have supper with him. Some of these friends lived at that time in Vienna, others in Hungary and even on the Riviera, while among the women eight were at Vienna and four in Paris.

In order that their journey might be as comfortable as possible, each of them had a special train placed at his or her disposal, and, in order that every one of them might preserve a pleasant memory of the occasion, each of the male guests received a souvenir in the form of a golden cigarette case and each woman a gold handbag with the date of the supper set out in diamonds. The affair cost \$200,000.

On the death of his father he inherited \$20,000,000. More than half of this has evaporated during the last three years.

It isn't hard work that kills a man. It's usually scheming how he can put in the most time on a short job that plays havoc with his vitality.



What is this Want Ad?
ANSWER TO YESTERDAY'S PUZZLE

The Americans In Panama

Story of the Panama Canal From Start to Finish

By WILLIAM R. SCOTT

Published by the Stetler Publishing company, 501 Fifth avenue, New York city.
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CHAPTER VIII.

The Canal Under Stevens.

NOTHER notable figure in the railroad world had been chosen chief engineer of the Panama canal. John F. Stevens in 1903 was general manager of the Great Northern Railroad company, and of his selection as chief engineer James J. Hill said that if the whole country had been ransacked no better man could be found.

It is not possible to estimate the mischief that might have resulted if the selection of a successor to Mr. Wallace had been long delayed. His salary was to be \$50,000 annually, or \$5,000 more than that paid to Mr. Wallace. He was facing a situation in Panama that justified the figure.

The yellow fever epidemic was still uncontrolled. An invoice of the situation as left by Mr. Wallace showed that considerable pioneer work had been done, but the housing, feeding and general preparations for the comfort of employees were unsolved problems.

Mr. Stevens arrived at Colon on July 27, 1905. As a railroad man his eye first was attracted by the congestion of freight on the wharfs and the self evident fact that the Panama railroad was in a near state of collapse. Freight was piled up in the streets in prodigious quantities and was moving over the railroad at a snail's pace.

As for the railroad tracks in the Culebra cut, he said they were "lines which by the utmost stretch of the imagination could not be termed railroad tracks." Mr. Wallace had found the Panama railroad, after half a century without competition, far behind the times in equipment and practically no discipline or efficiency existed among the employees. When Mr. Stevens took charge there was an improved situation, but the long absence in Washington of Chief Engineer Wallace

centrated on preparatory work the total excavation for the year was only 1,409,562 yards, the highest figure for one month being in March, 1908, when 239,178 yards were removed.

Colonel Gorges and his sanitary department got on top of the yellow fever epidemic in September, 1905, and in general so dominated the hostile press began to show a change in heart on this score, with the result that the immigration of workers largely increased. Recruiting agencies already had been opened in the West Indies, Europe and the principal American cities. More than 12,000 men were imported in 1906 on contract with the commission. The common labor was estimated by Mr. Stevens to be about 33 per cent as efficient as similar American labor. It was not until 1906 that the wives and families of the Americans began coming to the canal zone in considerable numbers, although there had been a heroic band of them throughout the trying days before the tropical terrors had been conquered.

Early in his connection with the canal Mr. Stevens discovered that practically all the material in the Culebra cut would have to be blasted before it could be handled by the steam shovels. He had to be careful in selecting dumps so as to insure that they would not become an obstruction to any type of canal or route that might be selected.

The high wages and salaries for which the canal zone is noted originated under Mr. Stevens. So bad a name had been given the isthmus in the past that extra inducements had to be made to attract workers, free quarters, pay from 20 per cent to 60 per cent higher than in the United States and a rate of \$20 from New York to Colon on steamers operated by the government, with other perquisites, being some of the advertised attractions. Besides, in the latter part of Mr. Stevens' regime, the United States was enjoying unexampled prosperity, the palm days before the panic of 1907. Mechanics and all kinds of workers could obtain employment at home at high wages and would not come to Panama unless for the unusual inducements enumerated, and, in addition, vacations with full pay, sick leave on pay and cheap food and other necessities.

Although the French had abandoned the idea of a sea level canal in favor of a lock type, there still was a good deal of life in the idea among the American people. For one thing, a sea level canal was so much more easily grasped by the popular mind, and then all engineers concede that it is the ideal canal where it is practicable. In Panama division of opinion arose over this point of practicability.

A sea level canal aptly has been described as "a wide and deep passage navigable at all times, day or night, at all seasons and in all weathers by all sorts and sizes of vessels." The lock type involves operations not readily portrayed to the lay mind, but eminently simple when seen in practical

ment of engineering and construction, and other employees brought the total to 9,500, not including the Panama railroad. Municipal improvements in Colon and Panama and certain canal zone towns were well under way. Effective progress had been made in the work of surveying the canal route, in making borings for lock sites and in other engineering preliminaries. As noted, 741,644 yards had been excavated and nine steam shovels were at work. The 357 renovated French buildings and forty-eight new structures housed the employees, except those who provided shelter for themselves in Colon and Panama. There was no commissary and no hotels.

An executive order had made the civil service cover the canal zone on Nov. 15, 1904, but both Mr. Wallace and Mr. Stevens protested so earnestly against the restrictions of this order that on Jan. 12, 1906, President Roosevelt removed all employees except clerks from the scope of the act, thus allowing Mr. Stevens to employ any one he saw fit on any terms he chose. The eight hour day restriction likewise was lifted, but agitation in the United States caused the president later to reimpose both limitations, with whatever increase in time and cost of constructing the canal they might involve.

The Americans had been in Panama more than a year, and still the type of canal to be built was undecided. In the meantime Mr. Stevens rapidly was rounding into shape an organization of workers, getting suitable quarters erected for the employees, who were coming in large numbers, organizing the commissary and hotel systems, securing mechanical equipment and bringing the transportation facilities to a satisfactory standard. Governor Magoon simultaneously was organizing a civil government along the lines blazed by Governor Davis. Police, courts, schools, fire departments, post-offices, recreation clubhouses, churches—in short, duplicating on a scale suitable to the canal zone the civilization of the United States.

By June, 1906, the end of his first year as chief engineer, Mr. Stevens had made a remarkable showing in every phase of the work. There were thirty-nine steam shovels at work as against nine in 1905. The working force had increased to 23,901, of whom 3,264 were Americans. But as showing how closely his efforts were concentrated on preparatory work the total excavation for the year was only 1,409,562 yards, the highest figure for one month being in March, 1908, when 239,178 yards were removed.

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The Walker commission of 1901 had estimated the cost of a sea level canal at \$145,000,000. The commission of 1905 recommended a sea level type to cost \$250,500,000. Mr. Wallace later estimated the cost at sea level at \$300,000,000, exclusive of the \$50,000,000 paid for the canal zone and French property.

That these American estimates should come in the main, under the amount actually spent by the French, who little more than scraped the surface, shows, for one thing, that the Americans believed there had been gross extravagance and inefficiency in the French operations and, for another thing, that the Americans had no adequate grasp upon the task they were undertaking. This same insufficiency of estimates continued until 1908, when Colonel Goethals faced the situation frankly and announced the cost for a lock type to be \$375,000,000, which was far ahead of the highest estimate for a sea level canal. In 1909 Colonel Goethals said a sea level canal would cost \$563,000,000 and take six years longer to build than a lock canal, which was before the slides in the Culebra cut became so formidable and a sea level canal had been shown thereby to be all but impossible.

President Roosevelt took a characteristic step to end the dispute. On June 24, 1905, a few days before the appointment of Mr. Stevens as chief engineer, he named an international board of advisory engineers to recommend a type of canal.

Out of this board five were foreigners and eight Americans. The board visited the isthmus in October, 1905, and reported to the president on Jan. 10, 1906. The majority, composed of eight engineers and comprising all of the foreigners, recommended a sea level canal. Messrs. Davis, Burr and Parsons were the three Americans who signed the majority report. The minority of five Americans recommended a lock type canal with a lake at eighty-five feet above sea level formed by a dam across the Chagres river at Gatun. They estimated the excavation at 103,705,000 cubic yards and the cost, exclusive of sanitation and civil government, at \$139,705,200. Nine years, or until 1915, was the time estimated for completing the canal. There were to be three locks in flight at Gatun, each 95 by 100 feet usable dimensions and on the Pacific side one lock at Pedro Miguel and two at La Boca, at the entrance, the distance between Pedro Miguel and La Boca, eight miles, to be a second artificial lake. The Culebra cut was to be 200 feet wide for five miles and 300 feet wide for four miles.

Chief Engineer Stevens and all but one member of the commission concurred in the minority report. Secretary Taft's visits to the isthmus had converted him to the lock type, and President Roosevelt consistently had favored it.

The situation was one where the choice would be decided by the weight the president should throw to either report. To reject the majority report favoring a sea level canal and to advocate the minority report for a lock type canal was a responsibility of unusual magnitude for an executive who professed to have no technical engineering knowledge. Yet President Roosevelt made the momentous decision without hesitation, sending a strong message recommending the minority report.

Congress debated the issue until June 21, when the senate by the close vote of 35 to 21 decided for a lock type, and on June 28 the house concurred, the bill becoming law on June 29, 1906.

Two years and two months had passed from the time the Americans came to Panama in May, 1904, to July 1, 1906, before this decision was made, and at last the commission knew what plan of canal was to be followed. In September, 1906, Mr. Stevens started the excavations in the sites for the Gatun locks, the Pedro Miguel lock and the Gatun dam spillway. Surveys were begun for relocating the Panama railroad, which for a considerable distance would be swallowed up by the completed canal. The fifteen months' preparatory work was beginning to tell in the increased excavations in the Culebra cut, as the organization was getting its stride. Commissaries, which sold everything the canal employees needed, were in operation in the principal towns, the hotels for the backlogs were well organized, quarters had been erected until all were housed, though at times rather crowded; machinery, supplies and equipment were on hand or ordered to the extent of 80 per cent of what would be needed to complete the canal, health conditions were admirable, and the whole situation was shaping for the real work of building the canal.

(To Be Continued)

MAN CARRIED \$8000 IN LEG

[By Latest Mail]

DENVER, Colo.—An artificial leg containing \$8000, the property of Henry C. Wise, who died at a hospital, is in the possession of H. E. Woodward, public administrator, awaiting an heir.

Wise, said to have been a wealthy Texas oil man, was found unconscious in his room in a hotel a few days ago.